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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in this
HONGKONG WEEKLY
PRESS.
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1907.
Complete Edition \$10.00
Small " " 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,547. 號七十四百五千五萬一第 日四十月正年四十三緒光 HONGKONG, SATURDAY, FEBRUARY 15TH, 1908. 大拜禮 號五十月二年八零百九千一英港香 PRICE, \$3 PER MONTH.

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FOR THE
SPEEDY RELIEF AND CURE OF COLIC
IN THE HEAD & INFLUENZA.

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PORTLAND CEMENT.
In Casks 375 lbs net \$3.00 per cask ex Factory.
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AUTOMATIC BROWNING
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CALIBRE 7.65 m.m.
WITH CHAMBER FOR 8 CARTRIDGES
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Inspection Invited.
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Hongkong, 2nd December, 1907. 81

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Photographic Goods of every Description
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Hongkong, 31st July, 1907. 1691

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WEEK DAYS
7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
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12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 8.00 p.m. Every 10 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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SUNDAYS
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9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 30 minutes.
11.00 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. a777

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	Per Case
BRANDY ★★☆☆	\$21.50
" ★★☆☆	19.00
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WHISKY, PALL MALL	19.00
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Hongkong, 31st January 1908. 15, Queen's Road Central.

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PURE WOOL, UNSHINKABLE

FLANNEL PYJAMAS
\$6.00 \$8.50 \$10.00 PER SUIT.

BATH ROBES, DRESSING GOWNS,
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Hongkong, 1st February, 1908. a32

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—A. B. C. 5th Edition used.

THE HEAD and BRANCH OFFICES will receive any Order for
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Y. KUBO, MANAGER, HONGKONG,

Hongkong, 27th November, 1907. a1834

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THE HONGKONG AMATEUR DRAMATIC CLUB
WILL PRESENT
"THE LIARS"

An Original Comedy, in Four Acts, by HENRY ARTHUR JONES.
On THURSDAY, 20th February, FRIDAY, 21st February, and SATURDAY, 22nd February.
Doors open at 8.30 p.m. Performance at 9 p.m. Prices \$3, \$2 and \$1.
Soldiers and Sailors in uniform Half-price to Pitt Stalls and Pit. Booking Office at The ROBINSON PIANO CO., open on and after MONDAY, 10th February, at 10 a.m. Hongkong, 7th February, 1908. a15

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12 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
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1 Set "Crystal" or "Bonoline" Bill. Balls.
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Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 nett.
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Hongkong, 1st April, 1904. (697-1)

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\$14 PER DOZEN.
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FROM THE
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BREWER & CO., LIMITED.
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TELEPHONE No. 696.

Social Shanghai, January, the enthronement of the Bishop of Victoria	\$1.00	Guide to the Great Siberian Railway, Illustrated	12.00
The Far Eastern Review, Portrait and Sketch of the Life of the late W. V. Denby	60	The Other Side of the Lantern, by Sir Frederick Treves	\$10.50
Hazell's Almanac, 1908	3.10	Present Day in Japan, by Campbell Davidson, Illustrated	4.50
Whitaker's Almanack, 1908; 70 cents and Strand Magazine; New Volume	4.75	Adventures on the Roof of the World, by Mrs. Le Blond	3.50
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Cassell's Dictionary of Practical Gardening, by W. Wright; 2 Volumes	22.50		

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THE MOST POPULAR WINE.

Can be had in the following qualities:—
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).
SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER BRANDS.
SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE AT ALL WINE MERCHANTS IN THE COLONY, AND FROM
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Hongkong, 1st June, 1907. a79

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THE HONGKONG ICE COMPANY, LTD.
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Hongkong, 18th November, 1907. a80

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FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.
Apply by letter to—**B. B.**
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. (359)

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THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825).
THE Accumulated Funds of the Company are nearly 211,000,000, and the annual revenue at the rate of £3800 PER DAY.
DODWELL & CO., LTD.
Agents.
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FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons; Well-Furnished Reception Rooms Private Bar and Billiard Room for Hotel Residents
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRA.
a39 A. F. DAVIES, Manager.

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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1906. a253

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PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSOLA." A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water throughout. Billiards, Tennis, Croquet, putting, lawn and five stabling for horses.
41 Proprietress, Mrs. G. SACHSE.

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STANDING in its own grounds with Tennis and Croquet Lawns, Lawn Mow and Well-Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Telephone No. 590.
Apply to Mrs. F. W. WAITS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. a40

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DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
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(HOTEL-SANITARIUM OF SOUTH CHINA),
MACAO.

HAS been re-opened under European management and most strict supervision as to food, cleanliness and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days' rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. Two steamers (ss. Sui An and Sui Tat) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address: "BOA VISTA." For Terms, apply
a216 **THE MANAGER**

VICTORIA HOTEL.

SHAMEN—CANTON.
FIRST CLASS EUROPEAN HOTEL
On the British Concession. Electrically Lighted.
Every Modern Comfort and Convenience at Reasonable Rates.
Under the Personal Superintendence of
H. HAYNES, late Manager Hongkong Hotel.

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TRINGRAM—FARMER, MACAO, MACAO, CHINA.
In the Centre of the Praya Grande. Both Hotels Electrically Lighted and under experienced European Management. Every Comfort and Convenience for Residents and Tourists.
a1811 **WM. FARMER, Proprietor.**

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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORT:

Per Doz. Per Bottle.

B.—OLD TAWNY, Red.

Seal Capsule ... \$15 \$1.25

C.—SUPERIOR LIGHT

INVALID, Black

Seal Capsule (old

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D.—VERY FINE OLD

TAWNY, Superior

Quality (old bottled)

Violet Capsule ... 125 2.10

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Per Doz. Per Bottle.

B.—LIGHT DRY, Green

Seal Capsule ... \$13.00 \$1.10

C.C.—SOLERA, Red Seal

Capsule ... 17.50 1.0

D.—SUPERIOR PALE

DRY, White Seal

Capsule ... 19.50 1.65

E.—FINEST PALE

DRY, Natty (old

bottled), Violet

Capsule ... 25.00 2.15

A. S. WATSON & CO.

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS

Hongkong, 27th January, 1908.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column

should be addressed to THE EDITOR.

Correspondents must forward their names and ad-

dresses with communications addressed to the

Editor, not for publication but as evidence of good

faith.

All letters for publication should be written on

one side of the paper only.

No anonymous or signed communications that have

already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be

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hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANG.

Cable: A.B.C. 5th Ed. Lieber.

P. O. Box, 34. Telephone No. 12.

BIRTHS.

On February 9th, at Shanghai, the wife of F.

A. SAMSON, of a son.

On February 9th, at Shanghai, the wife of J.

B. HOOD, of a son.

DEATH.

On February 9th, at Shanghai, FRANK GARFIELD

JOHNSON, aged 20 years.

RETURN THANKS.

Mrs. WILLIAM DANBY, of No. 5, Queen's Gar-

dens, desires to return her sincere THANKS for

the many kind letters, telegrams, and floral

tributes received by her in her recent and

bereavement.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 15TH, 1908.

ONE of our Shanghai contemporaries has an interesting note that seems to have been prompted by an example of official economy such as was mentioned not long ago by one of our correspondents. At Shanghai,

"O.C. units are directed to take steps to curtail their expenditure under this heading. All expenses incurred for the printing of circulars, or any matter having reference to Company entertainments, will have to be borne by the Unit concerned." So runs a Shanghai Volunteer Corps Order. But the spirit of economy manifested falls short of the standard set by the present Governor of India, who wrote to the Burmahmaster of the town, "In view of the necessity of being careful with the Municipal revenue, I would propose to the Council, that in the matter of memorials and letters to myself and to the provincial authorities they should not use such expensive kinds of paper nor such big sheets, on the greater part of which nothing is written. When circumstances permit, a half or even quarter sheet on y should be used, and it should also be of an ordinary kind."

As our readers may remember, the Governor of India was anticipated over a year ago by a Department at Hongkong, where some people entertain the idea that chattering in small matters does not excuse extravagance in greater things. It is not that, however, which has chiefly attracted our attention this time, but the preamble of our contemporary to the same note. "It requires," it is therein remarked,

"no great record of travel to become acquainted with that section of our fellow-beings to whom the sight of a supply, 'gratis and for nothing,' of writing paper, offers an irresistible temptation to sit down at once to dictate a letter. They are to be met in hotels, on ships, even in the lobbies of the big London emporia, where every spare moment can be more profitably employed in the study of human nature. At heart everybody breaks the eighth and tenth commandments, and the anxiety to communicate with our friends, because we come across a stock of paper laying claim to no personal owner, is merely the primal instinct of ignoring the doctrine of 'Mum et tuum' reduced to terms of modern conventionalities. This weakness, allowed fuller scope among the primitive races of mankind, has laid the foundation of many fortunes for those who trade with natives. It was the custom among Dutch storekeepers in South Africa to leave bars of lead lying about on the counters where tea, coffee, sugar etc., were sold. The salesman having put a small portion of the 'order' in the bag, would find it necessary to turn his attention to something at the other end of the store; and the guileless Kaffir would be relied upon to place in the bag a substantial piece of lead of far less value than the corresponding weight of commodity."

It will be noticed that the first part of the last quotation refers ostensibly to a study of human nature, which course of study, a humorist has remarked, is at once the most fascinating, profitable, and cheap hobby that a man can take up. We are not sure that our contemporary has taken up that study with sufficient seriousness in the present case. Is it correct, for instance, in attributing to those whose cacoethes scribendi is stimulated by the sight of the hotel notepaper some branch of the commandments against coveting and stealing? We are inclined to think that the motives of that amiable weakness have been misinterpreted. There is no question of petty theft, for the paper, well marked with advertising matter as a rule, is put there to invite its use. There is less question of economy, for the postage on several letters, that there was no necessity to write, more than covers the cost of the paper obtained gratis. Without quarrelling with the dictum that at heart everybody is a peccator, we certainly have little hesitation in saying that the primal instinct referred to has nothing to do with the impulse to scribble letters whenever the free notepaper and envelopes are encountered. Such material is usually noticed when the victim is "at a loose-end"

for something to do, with nothing to read, no one to talk to, and when the pictorial advertisements in the hotel corridor have lost the power to conquer temporary boredom. It is a case of "idle hands," though not of Satan finding mischief, for we all are guiltily conscious at times of the letters we think we "owe." Here are paper, pens (had ones, usually), and ink (the very thing)! Why not "get square" with the friends who have favoured us with embarrassing reminders of their existence? Thus the thing is done, and we spend far more on postage than we have cost the hotel in paper. We have also advertised the hotel; in many cases sending with our intimate chat a not always truthful representation of the roof that covers us for the time being. There is still another motive that leads some people to empty the racks on public writing tables. They are globetrotters whose friends, living in humbler-looking buildings, have to be impressed with the fact that they (the globetrotters) are staying at the best and most fashionable hotels. The snob who gets into a distinguished houseparty is a diligent correspondent, especially if his or her host's paper carries a crest. Cases have been known where people have put up at a cheap inn in a back street, and then, going in to purchase a drink at the famous first-class hotel of that town, have annexed a few sheets so that they might pretend to their home-staying admirers that they were staying therein. Yet even then there was no primeval dishonesty of the kind indicated. Such folk would willingly and cheerfully have paid for the paper used, if they could decently have done so. That the doctrine of "mum et tuum" is universally ignored, we are not ready to deny, but concerning notepaper the plea must be "not guilty." We never yet met a man who believed that there can be any proprietary rights in a box of matches, for instance, while as for pencils, we seem to be victimized almost every day by otherwise honest acquaintances. Then there are books and umbrellas, and things like that, in respect of which we have all suffered at the hands of the kleptocracy. But because the users of public notepaper are legion, and because they assist the revenue of the post office, we cannot sit silent and see them painted blacker than they really are. They are more sinned against than sinning. When cigarettes, beer, and opium, et hoc genus omne, have been restricted in output, we hope to see human nature saved from still another vice by greater difficulties being put in the way of its access to writing materials. This is to lay ourselves open to the obvious in quoque, of course; but we feel bound to face that possibility meekly and contritely.

Owing to the rains, and for the convenience of the visitors thereto, the S.S. "Manchuria" will leave her quay at 3 p.m. to-day instead of noon, and proceed to Junk Bay, from which point she will call at 7 p.m.

H.E. Chang Ming chi, Governor of Kuan gai province, has received a secret dispatch from the Central Government asking him to offer a reward of \$20,000, to any person or persons who can capture—dead or alive—Dr. Sun Wen (Sun Yat-sen), the notorious leader of the anti-monarchist movement.

Acting on instructions from the Tokyo Government, the Japanese Minister in Peking has requested the Wai-pai to instruct Viceroy Hui Shih-chang, of Manchuria, to depute an official to survey Chientsao "Island" in conjunction with the Japanese authorities at Mukden, in order to bring the controversy to a close.

It is stated that, as a result of an understanding made in connection with the excavation work for the Panama Canal construction, the total cost will probably be considerably greater than had previously been expected. It is now believed this Canal will cost \$25,000,000 dollars to construct, and that some \$10,000,000 dollars yearly will have to be spent for its upkeep.

The following business notices appears in the Japan Chronicle:—We, the undersigned, have pleasure in announcing that all our recent business disputes and differences have been amicably and finally settled, and that the business of Brindley & Co., has been taken over and will be carried on by Samuel Samuel & Co.,—H. S. Brindley, Brindley, E. C. Davis. February 2nd, 1908.

The Tobacco Monopoly in Japan has, it is stated, refused to allow the importation of Wills "Three Castles" cigarettes into that country, although the regulations permit a dealer to import through official circles any other brand of cigar, cigarette, or tobacco desired. This action is due to the fact that the British-American Tobacco Company, the agents of "Three Castles," are raising a strong opposition to the monopoly cigarettes in Corea, Manchuria, and North China.

Under the stage name of "Mm. Esperance," the Hon. Nora Johnston has been appearing at the Belfast Hippodrome. Mrs. Johnston is closely connected with the Irish peerage, being the elder sister of Lord Massereene, and the heiress-presumptive to the Massereene Viscountcy. She is the wife of an Anglo-Irish clergyman, who was at one time the incumbent of an Ulster parish. In appearance the lady is tall and fair, of a slender figure, and possesses a mezzo-soprano of delicate quality. Her speciality is ballad singing. From her slight nervousness it is plain she is not yet entirely at home on the variety stage.

The importation of sugar to Japan in anticipation of an increase of duty has already commenced. According to the Advertiser, the total value of the stock of raw sugar stored in the various bonded Customs warehouses in Osaka at the end of December last amounted to about £714,700, which increased to £1,987,200 at the end of the last month. The steamer "Ariake-maru" with 3,000 tons of crude sugar is expected to arrive about the 20th instant, followed by the "Edo-maru" with a similar cargo. The stock belonging to the Japan Sugar Refining Company represents a value of ¥17,000,000 stored in the Osaka Warehouse and of ¥90,000 stored in the Tokyo Warehouse (in Osaka), while the rest belongs to different individual merchants. It is expected that the total value of the stocks will reach ¥3,000,000 before the end of the month. Stocks of crude sugar in Osaka usually stand at about ¥600,000 or ¥700,000 at the end of each month.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this Saturday evening, 15th February, 1908.

March—Sons of the Brave, Bidgood Valse—Lidord, Boy's Selection—Faust, The Lo Loh Chor, Sullivan Overture—The Bohemian Girl, Ballo Folk's Selection—Enchante, Fairbach Selection—Scotland's Pride, And. C. Godfrey Valse (Lento), Coronation, Lambert Regimental March, God bless the Prince of Wales, God Save the King.

DINNER MENU.—Hors d'oeuvres—Clear Soup—Fish and Olive Croquettes. Soup—Clear Royal Fish—Scalloped. Entrées—Lamb Cutlets and Maccedoni, Roasted Beef and Lamb, (Abbas) Farce, Curry—Oysters, Roast Turkey, Roast Sirloin of Beef and Horseradish, Roast Turkey, Cranberry Sauce, Baked Corned Leg of Pork and Potatoes, Pudding, Cold Game Pie and Endive Salad, Sweet—Rice Pudding, Maraschino Ice Cream and Finger Cakes, Coconut Tart, Topsy Cake, Dessert—Coffee—Fruit.

CORRESPONDENCE.

(TO THE EDITOR OF THE "DAILY PRESS.")

A HINT TO THE MACAO GOVERNMENT.

Macao, February 13th, 1908.

SIR,—As the Macao Government seem to be at the present time in an impetuous condition, and are therefore compelled to impose taxes very much objected to by the taxpayers, might I suggest to them, that they would derive a very considerable revenue by imposing a tax on dogs. In most civilized countries this course is adopted, and if the Macao Government take my hint, I am sure that no right-minded person would object and it would tend to rid the town of the host of useless wretches that now swarm in the streets and constitute themselves a general nuisance to everybody. Yours respectfully,

A TAX-PAYER.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

UNREST IN INDIA.

LONDON, February 14th.

Suanni Shiah [Swadeshi?] riots have occurred in Bombay. Troops turned out and speedily restored order.

ANOTHER LABOUR CRISIS.

LONDON, February 14th.

Fifteen thousand workmen are idle at Sunderland, and a crisis is feared.

OBITUARY.

LONDON, February 14th.

Sir James Knowles and Mr. Alfred Baldwin are dead.

[Sir James Knowles was 77 years of age. He was a Fellow of the Royal Institute of British Architects, and the founder, proprietor and editor of the "Nineteenth Century." He was also editor of the "Contemporary Review" from 1870-77, and originated the Metaphysical Society in 1889.]

[Mr. Alfred Baldwin was 67 years of age. He was M.P. for the Bewdley division of Worcestershire since 1892, and chairman of Baldwin & Co., and the Great Western Railway.]

[REUTERS' SERVICE.]

FRANCE AND GERMANY.

LONDON, February 12th.

In reply to an interpellation by M. Jaures, M. Pichon announced that the German Embassy had communicated with him on it, appears, the Moorish Sultans complaining about the attitude of France. M. Pichon emphasized the correct and courteous attitude of Germany.

RUSSIA AND AUSTRIA-HUNGARY.

LONDON, February 12th.

It is officially contradicted in St. Petersburg that the Ambassador at Vienna, was summoned to St. Petersburg. The Hungarian Delegation to the Foreign Minister stated that the basis of Austrian policy in the Balkans was an agreement with Russia.

THE UNITED STATES NAVY.

LONDON, February 12th.

The Naval Committee of the Washington House, recommends an appropriation for two battleships instead of the four desired by President Roosevelt. The total naval appropriation is \$101,000,000.

BRITISH COLUMBIA AND ASIATIC IMMIGRATION.

LONDON, February 12th.

The Governor of British Columbia has assented to the Asiatic Exclusion Bill (Vide telegram dated 25th ult.).

THE GERMAN REICHSSTAG.

LONDON, February 12th.

In the German Reichstag, Herr Johoen said Germany only asked for the open door in Morocco; that she was quite satisfied with the loyalty of France; he emphasised that the Anglo-Russian Convention was not prejudicial to German economic interests in Persia, and mentioned that a German company was ready to start turns (trains) on a section of the Bagdad railway as soon as Turkey gave the necessary guarantees.

INDIANS AT THE RACES.

Two Indians were charged before Mr. H. H. J. Compertz at the Police Court yesterday with the larceny from a countryman of \$200 in bank notes and twelve sovereigns. The defendants, who resided with the complainant at the Sikh Temple, Wanchai, arrived from India some two weeks ago, and it appears, heard much about race week at Hongkong, and the money to be won by backing the right pony. They were distressed, however, because they had not the wherewithal to have a gamble and, learning that the man with whom they were staying had a little stowed away, they decided to relieve him of it. They were successful in this, and although the police were informed of the larceny a week prior to the race, they could not then trace the thieves. At the races, however, the money was recovered. The countrymen, Amer Singh and Sunder Singh, were there gambling heavily and squandering money in other ways. This aroused suspicion, and on being questioned the men admitted stealing the money from their countryman. After hearing the evidence his Worship sentenced each of the defendants to six months' imprisonment with hard labour.

Mr. J. H. Green of the World's Evangelization Society will give an address on Sunday evening next at the evangelistic service at the Sailors and Soldiers Institute, Praya East, Wanchai. The service will commence at 8 o'clock. Sailors and Soldiers are cordially invited to attend.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, moderate; fair.
Formosa Channel	N.E. winds, fresh to mod. E.
South coast of China between Hongkong and Lamooka	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

THE ALLEGED CONSPIRATORS.

A FOURTH CHARGE AGAINST THEM.

Before Mr. C. D. Melbourne, at the Magistrate's Court yesterday afternoon, Yung Fung-sau, Yoo Sui-san and Chan Kam-tong were arraigned on a fourth charge of conspiring to defraud a broker named Kwong Tseng-sin of the sum of \$5000.

Mr. G. I. Morrell (of Messrs. Goldring, Barlow and Morrell) presented, and Mr. F. X. d'Almeida (of Messrs. Almeida and Smith) appeared for the defendants.

Mr. Morrell informed the Court that in September of last year the first defendant called on his client at 284, Queen's Road Central, and asked the latter to do business with him in piece goods. Complainant intimated his willingness, if he could raise the capital, to start a business with the first defendant. Yung Fung-sau said he knew a couple of wealthy men (the second and third defendants), who had come down from Shanghai and might enter into partnership with them. He took the complainant to 58, Hollywood Road, where he met the other two, and they proposed to start this piece goods business with a capital of \$30,000, of which the complainant was to take a \$5000 share, while the others would make up the balance.

This was agreed to, and four days later the first defendant called on the complainant and asked whether he had his money ready. Complainant had not so much money then, but expected to have it in about a fortnight. Some ten days after this the three defendants started to give the complainant a good time generally, entertaining him at dinners, feasts and so on at a Chinese hotel. And not only did they give him these feasts, but they even borrowed money from him to pay for them and did not pay him back. On October 16th the complainant went to Hollywood Road with his \$5,000. The men were not in, when he got there, but a woman in the house asked him to wait. Shortly afterwards the first defendant entered and asked where the second was, pretending not to see the broker. Suddenly he caught sight of him, and seemed astonished to see him. Then the second defendant came in in a very excited state, and said this third had been gambling and lost a lot of money. The defendant thought this was not a good thing for him to do, as if he went on gambling he would not have any money to put in the business. It was better, they thought, to arrange a gamble with him, and relieve him of his money for the good of the business. The complainant did not like the idea of playing to swindle the third defendant, so a declaration was drawn up in which it was stipulated that half the money they won should be invested in the business on behalf of the third man, and the other half should be returned to his sister-in-law to look after for him. This declaration was signed by the two defendants and the complainant. The gambling game was to be fautan, and it was arranged that the defendant, who knew nothing about the game, should be the banker. It was also agreed that certain signs should be made so that they would know what number would turn up. The scheme worked all right at the beginning, and for the first few times Chan Kam-tong lost, but after that he always won, and after twenty minutes' play the complainant was informed that he had lost \$7,000 for which they wanted a promissory note. They took the \$5,000 in cash that he brought, and also relieved him of a promissory note for \$2,000, and then invited him to another feast for which he had to pay again. After this he was desirous of knowing about the business and although he called on the defendants several times he could get no satisfaction, neither could he get his money back. Eventually the men disappeared, and he did not see any more of them until they were arrested.

Evidence was called, and the case adjourned.

TEREDO-PROOF PAINT.

Since the advertisement of Kennon's Tereproof paint has been running in the Daily Press we have heard the claims made for the paint frequently discussed locally. Messrs. Rose, of Swatow, the general agents for the sale of the paint in the East, send us a copy of an unedited testimonial from Mr. S. Kye Pang, the owner of a number of water boats at Swatow. The letter is dated the 14th ult., and reads as follows:—

"Several months ago one of my water-boats had a new bottom put in, the old one having been eaten full of holes after only five years' service. I was persuaded at the time to give it two coats of Kennon's Tereproof paint instead of the usual coal tar. The boat has now been hauled out of the water and found to be in perfect condition and immediately refloated again without anything being done to it. It has always been necessary to haul my boats out of the water once every six months for a coat of coal tar, and even then a new bottom is needed about every five or six years. I am now positively convinced that my boats, when treated with an application of your paint, can safely remain afloat for a year or more without fear of tereproof attack and that the yearly use of it will in the end be cheaper than using coal tar."

Messrs. Rose inform us that other tests against the white ant are in an advanced stage but have not been closed, though the orders now being received convince the firm that the tests have given complete satisfaction. They add that in every instance, where they have personally made tests, woodwork has been left severely alone by the destructive insect. "Our godowns formerly crowded with the pests have been completely cleared by applying the paint to the base of the walls and to all wooden supports."

HOW TO BE BEAUTIFUL.

Keep your complexion Mrs. Ellen's Crème Charante, Lat Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

ENDANGERING PASSENGERS' LIVES.

INTERFERING WITH A PEAK TRAM.

Before Mr. F. A. Hazeland at the Police Court yesterday Mr. A. F. B. Livesey, R.N., Assistant Paymaster, was charged with wilfully interfering with the workings of a Peak tramcar by removing the warning apparatus attached to a car which was stationed at Victoria Gap on February 4th, and with endangering the lives of persons on such car.

Mr. J. Scott Harston, of Messrs. Ewins and Harston) appeared for the prosecution, defendant, who appeared in person, pleading guilty.

Mr. Harston said the facts of the case were that on Tuesday, February 4th, a special car in connection with a football dinner was ordered for 11.45 at the bottom tram station at St. John's Place. A couple of minutes after that the bottom car started off. The Company's arrangements were that the signal to start was always given by the brakeman at the bottom. At that time the brakeman did not give a signal; he was in the Company's office answering a telephone from the engineer on top. The top brakeman boarded his car, but the bottom brakeman was unable to do so.

Mr. Harston—Started the lever at the top? His Worship—The brakeman did not give the signal?

Mr. Harston—The defendant started it, the brakeman not being there.

Defendant said he was ignorant of the fact that the signal would start the car. It was some few minutes after the car should have started, and his sole idea was to draw their attention.

His Worship—You've been in those cars frequently and must know that they never start without a brakeman. You must have known there was no brakeman there at the time.

Defendant—I simply wanted to draw his attention. I was in ignorance of the working of the car.

His Worship (to Mr. Harston)—Was it really a dangerous act?

Mr. Harston—I am instructed it was. It might have ended very seriously.

His Worship—I see the maximum penalty, only \$25. The defendant will pay a fine of \$15.

LOCAL SPORT.

CRICKET.

KOWLOON V. POLICE.

On the Kowloon ground the following, who represent the Kowloon Cricket Club, were seen:—W. Dixon, Lightowler, Robinson, Tillman, Harrop, Day, Clements, Clelland, MacDonald, and Libeard.

H.K. RUGBY FOOTBALL CLUB.

ASSOCIATION XI.

The following eleven players are those who will probably represent the Rugby Football Club in the competition for the Association Shield.—Goal: G. Clark; Backs: B. C. M. Johnston and F. G. Carroll; Half Backs: T. E. Pearce, F. C. Hall and P. Linton; Forwards: A. C. Lang, W. M. Weston, R. F. C. Master, R. O. Hutchison and J. McGregor. A practice match against an eleven of Naval Officers has been arranged for Monday the 17th inst. Kick off at 4.45 p.m. The Club players play in white.

TO-DAY'S RACES.

To-day is the "Off Day" of the Races. The first saddling will sound at 1.30 p.m. and the first race is at 2 o'clock sharp. Following is the programme:—

THE "LUCKY" CUP.—Value \$250. Presented. For all subscription griffins that have run at this meeting and not won a Race. Weight for inches as per scale. Entrance \$10 to go to second pony. Half a mile.

THE "JOHN PENT" CUP.—Presented. For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Subscription griffins that have run at this meeting and been placed second allowed 5 lb. Unplaced subscription griffins allowed 10 lb. Off-day winner barred. Entrance \$10 to go to second pony. From the two mile post one round and in.

THE "VISITORS" CUP.—Value \$250. Presented. For all China ponies that have run at this meeting and not won a race. Weight for inches as per scale. Unplaced ponies and bond \$4 griffins on date of entry allowed 5 lb. Subscription griffins of this and last season allowed 10 lb. Allowances not accumulative. Off-day winners barred. Entrance \$10 to go to second pony. One mile and a quarter.

THE "LANSKY" CUP.—Presented. For subscription griffins of this season that have run at this meeting and not won a race. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai, or Tientsin allowed 5 lb. Jockeys who have never had a winning mount allowed 7 lb. Off-day winners barred. Entrance \$10 to go to second pony. One mile.

THE "ROSE" CUP.—Presented. For all China ponies that have run at this meeting and not won a race. Weight for inches as per scale. Griffins allowed 5 lb. Subscription griffins allowed 7 lb. Off-day winners barred. Entrance \$10 to go to second pony. Seven furlongs.

THE "ROSE" CUP.—Value \$250. Presented. For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Subscription griffins of any season allowed 5 lb. Unplaced subscription griffins allowed 5 lb. Off-day winners barred. Entrance \$10 to go to second pony. Three quarters of a mile.

MATCH.—Between Mr. Toland's "Starlight" (Mr. Gegg) and Mr. Moregold's "Mainstay" (Mr. Large). Weight 11st 1 lb. One mile and a half.

UNION WATERBOAT COMPANY.

The third annual meeting of the shareholders in the above Company was held yesterday afternoon at the office of Messrs. Doherty and Co. Mr. G. H. Medhurst presided, and there were also present Messrs. S. Silverstone, G. C. Moxon, Duncan Clark (consulting committee), E. G. Barrett, Yamada, B. Mori, A. H. Skelton, A. Ritchie, T. Skinner, G. R. Edwards, J. W. C. Bonnar, J. A. Auld, and R. Coughtrie (secretary).

The Secretary having read the notice convening the meeting:

The CHAIRMAN said:—Gentlemen, the report and accounts have been issued some days ago, with your consent, I propose to take them as read. In April last we amalgamated with, or rather absorbed, The Hongkong Steam Water Boat Co. Ltd., and allotted shares in payment of the assets of the Company, our paid-up capital now stands at \$277,230. In June we launched another steam steel water boat, and with the water boats we took over from the Hongkong Steam Water Boat Co., our fleet numbers 12 steam water boats, one junk and a small launch. With this fleet we are fully equipped for an expansion of our trade which we hope will continue to increase. During the year we spent considerable sum of money in repairing and overhauling the boats taken over from the Company, which amount has been debited working account. I may mention that our large steam steel water boats are insured, so far we have not seen our way to insure the smaller boats. We are however aiming at creating an insurance fund to cover the risk. You will note in the report we propose to write \$13,616.77 the value of the boats for depreciation, and at this will meet with the approval of shareholders. If there are any questions you wish ask, I shall, before proposing the adoption of the report and accounts, be pleased to answer the best of my ability.

There being no questions, the report was put on the motion of the CHAIRMAN, and adopted by Mr. SKELTON.

Mr. T. SKINNER proposed that the appointment of Messrs. D. Clark, G. C. Moxon, and Kusumoti to the Consulting Committee be carried.

Mr. BONNAR seconded and the motion was carried.

The CHAIRMAN:—That is all the business, gentlemen. Thank you for your attendance. I send warrants will be ready to-morrow morning.

HONGKONG AND WHAMPOA DOCK REPORT.

The report of the Board of Directors of the Hongkong and Whampoa Dock Company, Ltd., to the ordinary yearly meeting of shareholders, to be held at the Office of the Company, Queen's Buildings, on Monday, February 24th, reads:—

The shareholders of the Hongkong and Whampoa Dock Company, Limited, are hereby notified that the Directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st December, 1907.

The net profit for the six months, after paying interest due and all charges, amounts to \$160,611.55.

which has to be added the balance brought forward from last account \$91,580.58

and from this have to be deducted—

Directors' fees \$10,000.00
Auditors' fees 750.00

leaving available for appropriation \$64,442.51

The Directors recommend that a dividend for the half-year of 5 per cent, or \$200,000.00 be paid to shareholders, and the balance, \$44,442.51, be carried to the new account.

During the past six months we have delivered several of the new vessels mentioned in the last report, namely, a steel tow boat for Manila, composite tow boat for Singapore, fireboat and wood tow boat for Hongkong, while we have disposed of a launch under construction for ourselves.

The other vessels were well advanced at the close of the year, and the profits on same will come into the present half-year.

The prospects of new work are favourable, as we have several enquiries likely to result in business.

The dredger "Canton River" was employed for several months during the past half-year, and is now under charter to the Hongkong and Kowloon Wharf and Godown Company, Limited.

The extension to the Boiler Shop at Kowloon Dock and consequent alterations are progressing satisfactorily.

DIRECTORS.
The Hon. Mr. W. J. Gresson, Mr. N. A. Siebs, Mr. E. Goetz and Mr. A. Haupt, having resigned their seats on leaving the Colony, the Hon. Mr. Henry Keswick, Mr. A. Fuchs, Mr. W. Helms and Mr. G. Friesland have been invited to fill the vacancies. These appointments require confirmation at this meeting.

In accordance with clause 78 and 85 of the Articles of the Association, Mr. G. H. Medhurst and Mr. S. Silverstone retire by rotation, but being eligible, offer themselves for re-election.

The Honourable Mr. Henry Keswick has been elected Chairman for the year 1908.

AUDITORS.
The accounts have been audited by Mr. H. U. Jeffries and Mr. H. Percy Smith, F.C.A. The Directors recommend Messrs. Jeffries and Percy Smith for re-election.

H. P. WHITE,
Chairman.

Hongkong, 12th February, 1908.

BALANCE SHEET 31ST DECEMBER, 1907.

1907, Dec. 31	LIABILITIES	\$
To Capital 50,000 shares of \$5 each fully paid up	2,500,000.00	
To Reserve	226,000.00	
Less repayments	19,146.14	
	2,506,853.86	
To No. 1 Dock Extension	150,000.00	
To Marine Insurance Account	68,699.43	
To Sundry Creditors	2,101,636.46	
To Balance of Profit brought forward from last account	491,580.58	
To Profit for the half-year ended December 31st, 1907	160,611.55	
	5,224,821.88	

1907, Dec. 31	ASSETS	\$
By Value of Assets on Docks, as per last Statement	100,000.00	
By Value of Assets on Docks, as per last Statement	2,481,523.00	
By Amount paid on account of Boiler Shop Extension and additions to Plant	16,938.00	
No. 1 Dock Extension Account	2,506,853.86	
By Amount paid up per last Statement	24,850.31	
By Amount expended during six months let July to 31st December, 1907	33,035.77	
	57,886.08	
By Value of Commercial Docks, as per last Statement	34,066.02	
By Value of Tag, Buoys, Launches, Lighters, and other small boats, as per last Statement	376,284.93	
By Sundry Debtors	522,321.04	
By Value of Materials expended in Work in progress	223,182.83	
By Value of Materials on hand	1,483,760.18	
	5,224,821.88	

REVENUE ACCOUNT.

1907, Dec. 31	\$
To Amount paid during six months reconstructing	19,498.40
To Interest	56,489.88
To Crown Rent	4,073.45
To Fire Insurance	5,898.70
To Office Expenses, Salaries, Stationery and Rent of Head Office	28,739.91
To Telegrams	1,174.76
To Legal Expenses	542.76
To Marine Insurance Account	6,200.00
To Profit	100,611.55
	275,590.25
1907, July 1 to Dec. 31	
By net earnings	275,590.25
	275,590.25

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

The report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the office of the company on Tuesday, February 25th, reads:—

The Directors beg to submit to the Shareholders the Report and Statement of Accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, repairs and all other charges, there remains—holding \$27,101.59 brought forward from last account, the sum of \$190,087.01 at credit of Profit and Loss Account. From this amount the Directors recommend that a dividend for the half-year of one dollar and twenty-five cents per share or \$100,000 be paid to shareholders, \$25,000 be written off book value of steamers, \$1,650 be written off book value of wharves, \$25,000 be transferred to Depreciation and Insurance Fund, \$20,000 to account "Special Repairs Fund," leaving a balance of \$4,437.01 to be carried forward to new account.

During the past half-year the Chinese competition on the Macao-Canton Line was so severe that your Directors considered it necessary to withdraw the small steamer "Lungshan" from the line, pending other arrangements.

The usual Government survey and overhaul of the steamers "Kishan," "Sui An" and "Sui Tai," have been effected during the half-year and the fleet is in good running order.

Mr. Armin Haupt resigned his seat on the Board in consequence of his intended departure from the Colony and Mr. G. Friesland was nominated by the Directors to fill the vacancy subject to confirmation by the shareholders at this meeting.

The retiring auditors Messrs. A. O. D. Gourdin and W. Hutton Potts offer themselves for re-election.

R. SHEWAN,
Chairman.

Hongkong, 31st January, 1908.

December 31st, 1907.	\$
Value of steamers "Houan," "Houan," "Sui An," "Sui Tai," and "Kishan" 5th of "Powan," and "Kishan" and 1/3rd of "Sui An" and "Sui Tai"	1,102,841.11
of Lighters, "Houan" and "Houan"	8,000.00
of Wharves, "Houan" and "Houan"	66,300.00
of Sundry Debtors	132,092.77
of Spare Gear and Stores	15,392.79
of Furniture	1,000.00
of Shares in Public Companies	570,938.00
of Chinese Bonds	600.00
Loans on Mortgage	368,000.00
Interest accrued	974.94
Sundry Debtors	28,516.87
Insurance Profits paid for year 1908	28,138.46
Hongkong and Shanghai Banking Corporation Current Account	48,948.74
	3,205,923.86

December 31st, 1907.	\$
Amount of Capital, 50,000 shares of \$15 each fully paid up	1,200,000.00
at credit of depreciation and insurance fund	550,000.00
at credit of equalization of dividend fund	250,000.00
at credit of investment fluctuation account	75,279.35
Unclaimed dividends	4,428.00
Sundry creditors	36,129.04
Amount at credit of profit and loss account	190,687.01
	2,256,833.39

December 31st, 1907.	\$
To amount paid for repairs to steamers	23,610.74
To amount paid for repairs to Company's wharves at Macao	3,600.00
To directors and auditors' fees	4,250.00
To donations to Chinese procession funds	3,000.00
Hongkong and Macao	
To balance to be appropriated, viz.:	
To dividend of \$1.25 per share on 50,000 shares	\$100,000.00
To be written off book value of steamers	25,000.00

BUDDHIST PRIESTS AND WESLEYAN MINISTER.

AN INTERESTING INCIDENT.
The Rev. C. Bone contributes to the N. C. Daily News an interesting account of a Buddhist ceremony, and a still more interesting account of how he came to see it. He was travelling in a boat on the North River when Chinese monks attracted his attention. It came from a Buddhist monastery on the bank, and he landed.

"I was enabled to ascend the steps and enter the monastery unannounced and uninvited. I distinctly remember the impression made by my intrusion. And no wonder! I was carrying in my hands a double-barrelled gun. I held a cigar between my teeth; I was wearing the white pith hat so necessary in the South of China. Thus an uninvited foreigner suddenly stood at the threshold of the building. The immediate effect was comical. Had one of the Chinese lictors from the lower world, clad in the blood-red uniform, horned, and with projecting teeth, stood before the musicians, holding over them a long and gleaming sword, they could not have shown greater astonishment. They suddenly stopped their music—and it was dangerous now, as one approached it closely—as if the entire band had been worked by machinery. Automatically they dropped the instrument he held to drop by his side while he stared at the apparition of the intruding foreigner. For the space of several seconds no one spoke. Then the comicality of the situation swept me from my feet—and I burst into an uproarious laugh. This broke the spell. Subterranean lictors do not laugh. The situation was grasped. A peripatetic foreign devil had strayed into their building. Presently I apologized for my intrusion and begged them to be so good as to advise me as to the cause of all this excitement at an hour so early. One man, probably the leader, jerked with his hand towards a door at the upper end of the court-yard and exclaimed, 'The priests are enthroning an abbot.'"

We haven't the slightest intention to find fault. It really seems unnecessary. Besides, the Rev. Mr. Bone apologized for his intrusion. Let us come to his description of the enthronement of a Buddhist Abbot.

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	From London	From Hamburg or Antwerp
Crockery, earthenware, hollow ware, and glassware	35s.*	29s. + 5 p.c.
Lamp chimneys	35s.*	32s. 6d. (through from Berlin)
Fancy goods	55s. 3d.*	46s. 6d.
Hardware	40s.*	40s.
Bedroom furniture	34s. 2d.*	29s. 6d.

Rates from the United States are often extremely low—in 1905 they ruled at about 12s. 6d. per ton for all classes of cargo, while London rates were 25s. to 60s. per ton.

American exporters have not the report says, the advantages of fixed rates and regular sailings; but the preference came into force, however, they were steadily forging ahead in the market. In conclusion, the Advisory Committee remark that the New Zealand market, though small in comparison with some, is considerable, is steadily expanding, and presents great possibilities, and there is no reason why British traders should not maintain and even improve their position in it.

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BUDDHIST PRIESTS AND WESLEYAN MINISTER.

AN INTERESTING INCIDENT.
The Rev. C. Bone contributes to the N. C. Daily News an interesting account of a Buddhist ceremony, and a still more interesting account of how he came to see it. He was travelling in a boat on the North River when Chinese monks attracted his attention. It came from a Buddhist monastery on the bank, and he landed.

"I was enabled to ascend the steps and enter the monastery unannounced and uninvited. I distinctly remember the impression made by my intrusion. And no wonder! I was carrying in my hands a double-barrelled gun. I held a cigar between my teeth; I was wearing the white pith hat so necessary in the South of China. Thus an uninvited foreigner suddenly stood at the threshold of the building. The immediate effect was comical. Had one of the Chinese lictors from the lower world, clad in the blood-red uniform, horned, and with projecting teeth, stood before the musicians, holding over them a long and gleaming sword, they could not have shown greater astonishment. They suddenly stopped their music—and it was dangerous now, as one approached it closely—as if the entire band had been worked by machinery. Automatically they dropped the instrument he held to drop by his side while he stared at the apparition of the intruding foreigner. For the space of several seconds no one spoke. Then the comicality of the situation swept me from my feet—and I burst into an uproarious laugh. This broke the spell. Subterranean lictors do not laugh. The situation was grasped. A peripatetic foreign devil had strayed into their building. Presently I apologized for my intrusion and begged them to be so good as to advise me as to the cause of all this excitement at an hour so early. One man, probably the leader, jerked with his hand towards a door at the upper end of the court-yard and exclaimed, 'The priests are enthroning an abbot.'"

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FORM OF APPLICATION.

To EDWARDS' "HARLENE" Co.,
 Dear Sirs, 93-6, High Holborn, London, W.C.

Please forward me booklet, directions and necessary supply of
 "HARLENE" for one week's free test of this preparation as a hair drill.
 I enclose 3 penny stamps to cover carriage.

Name

Address

SHIPPING.

ARRIVALS.

CHUNSHAN, British str., 1,213, W. E. Sawer, 13th February—Sourabaya 2nd Feb, Sugar—Jardine, Matheson & Co.
 EMPRESS OF CHINA, British str., 3,048, R. Archibald, 13th Feb, Vancouver, B.C. 25th Jan, and Shanghai 11th Feb, Mail and General—Canadian Pacific Railway Co.
 HAINAN, British str., 638, A. J. Robson, 14th February—Swatow 18th February, General—Douglas, LaPraik & Co.
 HINSHAN, British str., 1,536, A. G. Smith, 13th February—Mojil 8th February, Coal—Jardine, Matheson & Co.
 NAMASO, British str., 4,35, P. M. B. Lake, 14th February—Yokohama Feb. 1st, and Mojil 10th, Coal and General—Jardine, Matheson & Co.
 QUINTA, German str., 987, F. Frahm, 13th Feb.—Singapore 21st February, Kerosene Oil—Siemens & Co.
 TAMING, German str., 1,346, A. Somerville, 14th February—Manila 11th Feb, General—Butterfield & Swire.
 VANCOUVER, British str., 1,064, McDougall, 14th February—Yokohama Feb. 1st, and Coal—Siemens & Co.
 WINNEBAGO, British str., 14th Feb.—Canton.

CLEARANCES.

At the Harbour Master's Office, 14th February.
 Fri, Norwegian str., for Saigon.
 Manchuria, American str., for San Francisco.
 Prometheus, Norwegian str., for Svalof.
 Ruby, British str., for Manila.
 Vorwarts, German str., for K. C. Wan.
 Winnebago, British str., for San Francisco.

DEPARTURES.

14th February.
 BLUEBERRY, British str., for Rangoon.
 HOUBORN, French str., for Saigon.
 FRODOING, British str., for Canton.
 HALLAN, French str., for Saigon.
 HONGKONG, French str., for K. C. Wan.
 HONGKONG, British str., for Amoy.
 KUMBEI, British str., for Mojil and Tacoma.
 KWANGSI, British str., for Amoy.
 LAYANZI, Italian str., for Singapore.
 LOONGSANG, British str., for Manila.
 LUCHOW, British str., for Canton.
 MANDARIN, Malay str., for Kuching.
 MERAP, Dutch str., for Amoy.
 ORLAND, Norwegian str., for Singapore.
 SINAL, German str., for Hongkong.
 TAIWAN, British str., for Saigon.
 VORWARTS, Austrian str., for Shanghai.

-SHIPPING REPORTS.

The British str. *Chunshan* reports: From Sourabaya to the Philippine, had light winds and fine weather. From there to port, had strong monsoon and high sea.
 The British str. *Hinshan* reports: From Mojil to Heishan Island, moderate Northwesterly wind and fine weather; thence to Port strong monsoon gale and heavy sea, thick and overcast weather.
 The British str. *Namaso* reports: From Mojil to Heishan Island, moderate Northwesterly wind and sea, overcast dull weather; thence to Port strong N.E. monsoon rough sea, overcast cloudy weather.

VESSELS IN DOCK.

February 14th.
 ADDRESS DOCK.—*Laurel*, *Melod*, *Persia*, *Amigo*, *Sorogon*, *Cyprus*, *Shantung*, *Nerite*, *Kailong*, *Friedhof Germania*, *Cosmopolitan* DOCK.—*Nippon Maru*.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED TO BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
 Captain T. H. Hide, R.N., carrying H. Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY the 22nd February at Noon, taking passengers and cargo for the above port in connection with the Company's s.s. "REITANIA," 7,000 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London &c. will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 4th April, 1908.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendant.
 Hongkong, 10th February, 1908.

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.
 Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJILIWONG,"
 Captain J. J. Janssen, will be despatched for the above Ports on about 25th February.
 For information as to Freight and Passage, apply to the
 Head Agent of the
 JAVA-CHINA-JAPAN LINE,
 York Buildings, 1st Floor.
 Hongkong, 14th February, 1908. 387

TOYO KISEN KAISHA. SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALAO and IQUIQUE, VIA JAPAN PORTS (Kobe and Yokohama).
 With Liberty to call at Honolulu and Salina Cruz.
 Steamers
 "KASATO MARU" 6,100 Sometime in March 1908.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 K. MATSUDA, Manager,
 York Building.
 Hongkong, 27th December, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections common in use from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ANTWERP & HAMBURG	FLINTSHIRE	Brit. str.	T. H. Hide, R.N.	SHAWAN, TOMES & CO.	On 20th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	DEVANHA	Brit. str.	W. R. Hickey	P. & O. S. N. Co.	On 22nd inst. at Noon.
MARSHALLS, LONDON, & ANTWERP VIA SINGAPORE &c.	BINGO MARU	Jap. str.	A. Christiansen	NIPPON YUSEN KAISHA	About 4th March.
MARSHALLS, LONDON, & ANTWERP VIA SINGAPORE &c.	KAWACHI MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 19th inst. at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	SAXONIA	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 4th inst. at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	OCEANIAN	Fr. str.	H. Petersen	NIPPON YUSEN KAISHA	On 18th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	PETRONIA	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 18th inst. at 1 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	RHEINLAND	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SLAVONIA	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 10th March.
MARSEILLES, HAVRE & HAMBURG, &c.	KLEIST	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 3rd March.
MARSEILLES, HAVRE & HAMBURG, &c.	AUSTRIA	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 24th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	KEINER	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	About 24th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	INDIAN	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	About 7th March.
MARSEILLES, HAVRE & HAMBURG, &c.	SAINT PATRICK	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 22nd inst. at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	EMPEROR OF CHINA	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	About 18th March.
MARSEILLES, HAVRE & HAMBURG, &c.	LENNOX	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 13th Mar. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TAI O MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 25th Mar. at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	SHAWAN	Am. str.	H. Petersen	NIPPON YUSEN KAISHA	On 18th inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AKI MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst.
MARSEILLES, HAVRE & HAMBURG, &c.	KASATO MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 3rd Mar. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	KAVANO MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	Sometime in March.
MARSEILLES, HAVRE & HAMBURG, &c.	BINGO SHIMIZU	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	EASTERN	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 2nd Mar. at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	YAWATA MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 20th Mar. at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	TAIWAN	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 9th Mar. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	RIJUN MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	To-day, 2 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TAMBA MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 14th inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TAIWAN	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	YAWATA MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, HAVRE & HAMBURG, &c.	TAIWAN	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	About 18th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	KUTSANG	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	About 17th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	MANILA	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 14th inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TONKIN	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	LUCHOW	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 20th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	CHONGHANG	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 19th inst. at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	SOROKI MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	SAMBA	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 17th inst. at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	DELHI	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	BOHNESTAPPE	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	PRINZ LUDWIG	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	FUKUSHI MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 22nd inst.
MARSEILLES, HAVRE & HAMBURG, &c.	DAIJI MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	About 3rd March.
MARSEILLES, HAVRE & HAMBURG, &c.	HAINAN	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 19th inst. at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	HUPF	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	HAICHING	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 17th inst. at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	RUBI	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TAMING	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	YUENSHANG	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	ZAFIRO	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 22nd inst.
MARSEILLES, HAVRE & HAMBURG, &c.	LOONGSANG	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	BOHNE	Ger. str.	H. Petersen	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	KAGOSHIMA MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 18th inst. at 9 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	NAMASO	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, HAVRE & HAMBURG, &c.	LAISANG	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	On 20th inst. at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TILWONG	Dut. str.	H. Petersen	NIPPON YUSEN KAISHA	On 27th inst. at 3 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Cabin. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS	CAPTAIN	PORT	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 15th February.
ZAFIRO	2540	Rodger	Manila	On 22nd February.

For Freight or Passage apply to

SHAWAN, TOMES & CO.,
 GENERAL MANAGERS



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SAINT PATRICK" About 16th March.

For freight and further information apply to

SHAWAN, TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 28th January, 1908.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER,
 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	TONS	DEPART HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	8,000	THURSDAY, 12th March	30th March
"LENNOX"	8,700	WEDNESDAY, 25th March	23rd April
"EMPEROR OF INDIA"	8,000	THURSDAY, 8th April	27th April
"MONTEAGLE"	8,163	WEDNESDAY, 22nd April	16th May
"EMPEROR OF JAPAN"	8,000	THURSDAY, 7th May	25th May
"GLENFARG"	8,700	WEDNESDAY, 20th May	18th June

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, and 284 days from HONGKONG. The through transit to LIVERPOOL being 224 days from YOKOHAMA. Hongkong to London, 1st Class via St. Lawrence River Lines or New York 471.10 and 1st Class Railways 240. 242

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
 E.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Ministers, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
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 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pender Street and Praya opposite Blake Pier.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE } COPENHAGEN & ST. PETERSBURG }	"PETRONIA"	On 21st February.

For Further Particulars, apply to

MELOHRS & CO.

Hongkong, 4th February, 1908. Agents.

NORTHERN PACIFIC LINE.

POSTON STEAMSHIP COMPANY, CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
"SHAWAN"	9,866	E. V. Roberts	On 21st February.
"TREMONT"	9,866	T. W. Gardick	On 17th March.
"SUVERIC"	6,232	W. Shotton	On 9th April.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWAN" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.

Hongkong, 7th February, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	TO SAIL	DATE
"SHANGHAI, YOKOHAMA, KOBE & MOJI"	"KUTSANG"	Saturday, 15th Feb., 2 P.M.
"SHANGHAI"	"CHOYSANG"	Wednesday, 19th Feb., Noon.
"SINGAPORE, PENANG & CALCUTTA"	"NAMSANG"	Thursday, 20th Feb., 3 P.M.
"MANILA"	"YUENSHANG"	Friday, 21st Feb., 4 P.M.
"SINGAPORE, PENANG & CALCUTTA"	"LAISANG"	Thursday, 27th Feb., 3 P.M.
"MANILA"	"LOONGSANG"	Friday, 28th Feb., 4 P.M.

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passengers will be charged for our Sailings to Manila of the 21st and 28th instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaofo, and Tientsin via Chingwanan.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., LTD.,
 GENERAL MANAGERS.

Hongkong, 15th February, 1908. 16

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"
 Captain Charbonnel, will be despatched for the above Ports on or about MONDAY, the 17th February.
 For Freight or Passage, apply to
 J. MILLET,
 Agent.
 Hongkong, 11th February, 1908. 2.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIAN,"
 Captain MacFarlane, will be despatched for MARSEILLES, on TUESDAY, the 18th February, at 1 P.M.
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
 Cargo also booked for principal places Europe.
 Next sailings will be as follows:
 S.S. "ERNEST SIMONS" 3rd March.
 S

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, MANILA, and YOKOHAMA	Capt. F. E. Andrews, R.N.	About 18th Febr.	Freight, and Passage.
SHANGHAI	Capt. J. D. Andrews, R.N.	About 21st Febr.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 22nd Febr.	See Special of Call.
LONDON and ANTWERP	SOCOTRA	About 4th March	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. W. R. Hickey		

For further Particulars, apply to.

E. A. HEWETT,
Superintendent.

Hongkong, 13th February, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
HAIPHONG, SHANGHAI, MANILA, YOKOHAMA, and KOBE	"HUPEH"	On 15th Febr., 10 A.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"LUCHOW"	On 18th Febr., 4 P.M.
	"TAMING"	On 18th Febr., 4 P.M.
	"TSINAN"	On 18th Febr., 4 P.M.
	"TEAN"	On 25th Febr., 4 P.M.
	"TAIYUAN"	On 9th Mar., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight, Passage, apply to—
Hongkong, 15th February, 1908.BUTTERFIELD & SWIRE
AGENTS

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOI	"DALIN MARU"	SUNDAY, 16th Febr., at 10 A.M.
* ANPING VIA SWATOW AND AMOI	"FUKUSHU MARU"	WED. DAY, 19th Febr., at Daylight.
* SHANGHAI VIA SWATOW, AMOI AND FOOSHOW	"SOSHU MARU"	THURSDAY, 20th Febr., at 8 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amplest. Unrivaled Table. † Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th February, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also to London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAMBIA	20th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE:	HOENSTADT	22nd Febr.
FOR SHANGHAI, YOKOHAMA & KOBE:	BELGRAVIA	5th March

For Further Particulars, apply to—

Hongkong, 11th February, 1908.

HAMBURG-AMERIKA LINIE,
Hongkong Office.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO"	Tuesday, 18th Febr., at 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST"	Wed. day, 26th Febr., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Tuesday, 3rd Mar., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday 3rd March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th February, 1908.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
KOBE	RIOJUN MARU Capt. T. Inazawa, Tons 4806	SATURDAY, 15th Febr., P.M.
BOMBAY via SINGAPORE, PENANG, MADRAS and COLOMBO	KAGESHIMA MARU Capt. T. Arakawa, Tons 4687	SUNDAY, 16th February
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. K. Homma, Tons 5817	WED. DAY, 19th Febr., at Noon.
KOBE and YOKOHAMA	TAMBA MARU Capt. C. H. Butler, Tons 6134	SATURDAY, 22nd Febr., at Daylight.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. A. Christensen, Tons 6247	WED. DAY, 19th Febr., at Daylight.
VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE and YOKOHAMA	KAWACHI MARU Capt. H. Peterson, Tons 6327	WED. DAY, 4th March, at Daylight.
SYDNEY, MELBOURNE, and MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	TANGO MARU Capt. A. E. Mose, Tons 7483	TUESDAY, 18th Febr., at P.M.
	AKI MARU Capt. M. Yagi, Tons 6144	TUESDAY, 3rd March, at P.M.
	KOMANO MARU Capt. N. Matsumoto, Tons 5076	FRIDAY, 21st Febr., at Noon.
	YAWATA MARU Capt. K. Homma, Tons 5818	FRIDAY, 21st March, at Noon.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 15th February, 1908.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
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The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884, and a Gold Medal at the London Exhibition, 1884.

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"For forty years has maintained its world-wide reputation as the best and only safe reliable Phosphoric Cure for BRASS, WERKMAN, PARALYSIS, SLEEPLESSNESS, Dyspepsia, Nerve, Kidney and Liver Complaints, Hysterical Dreams, Premature Decay of Vital Force, General Debility, all Blood Disorders, and all Functional and Disease Conditions of the System, caused by the deficiency of the Vital Force."

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Ailments is immediate and permanent, all the miserable feelings and distressing symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above cases with each Bottle.



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HAMPSHIRE LONDON, ENGLAND.
Agents in Hongkong—A. S. WATSON & CO.

NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC,"
FROM TACOMA, VICTORIA, YOKO,
HAMA, KOBE, MOJI AND
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., Ltd., Agents.

Hongkong, 10th February, 1908.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"GOEBEN,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 10.30 A.M. All Claims must reach us before the 23rd inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, BREMEN & CO., Agents.

Hongkong, 12th February, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"VORWÄRTS,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

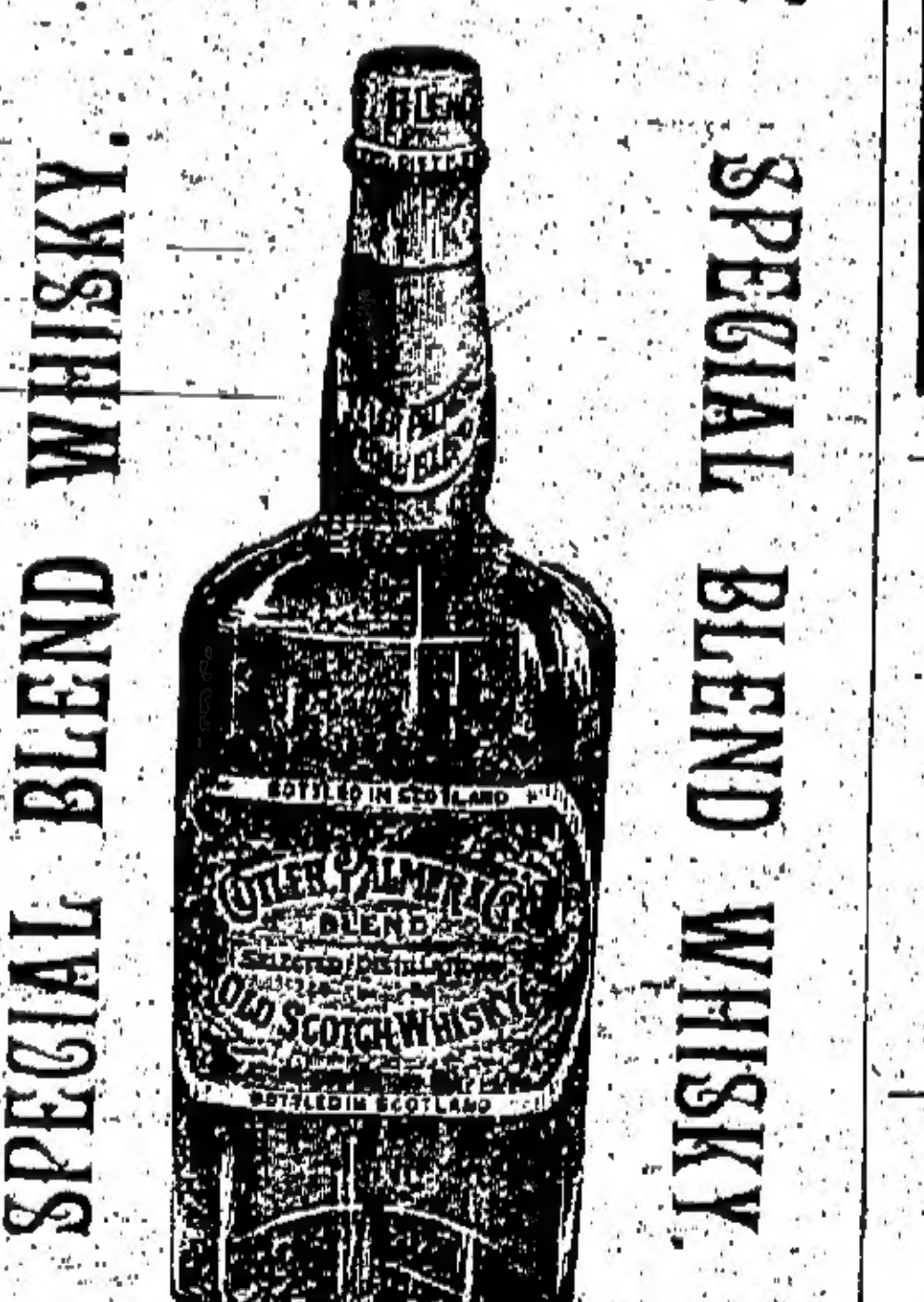
Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 19th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 12th February, 1908.

Cutler, Palmer & Co.'s



SHIPPERS

Cutler, Palmer & Co., London

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Messrs. KELLY & WALSH.

Messrs. W. BROWN & Co.

Canton: Messrs. A. S. WATSON & Co.

Hongkong, 4th October, 1908.

Cunliffe, The Pioneer Experts in Penetration.

Russell & Co.

10 & 12, Place de la Bourse.

SECURITIES issued by PARIS

European Govts. and

Municipalities offering

prospects of immense security.

To be purchased for cash or on the

"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Penetration Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed, exceptional facilities for payment. Numbers checked after every Drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Penetration Bonds. Services continue until last Bond drawn. All transactions confidential.

HONGKONG, 10th February, 1908.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"GOEBEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 10.30 A.M. All Claims must reach us before the 23rd inst., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, BREMEN & CO., Agents.

Hongkong, 12th February, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"VORWÄRTS,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 19th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

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AUSTRIAN L

SHIPS AND SHIPPING.

The agreement between the Hamburg-American Line and the Norddeutscher-Lloyd has naturally been the subject of much discussion in shipping circles. For the moment, however, the disposition is to await the arrival of details of the scheme before passing a final opinion upon it. Inquiries suggest that it may, take some little time before the agreement can receive practical effect. Quite clearly it is not possible at a stroke of the pen to re-arrange the large number of services concerned, or to provide for the disposal of the respective fleets. There is no doubt, however, that the project which the Kaiser has so openly approved has as its basis the more economical working of the two companies, and further extension of the area of their operations.

It is interesting to note that in the "evening," when the Norddeutscher-Lloyd passed through an exceedingly bad time, it sold two of its steamers—the Von Moltke and the Von Roon—to the Peninsular and Oriental Company. These two boats afterwards came to be known as the Assam and the Siam, and were placed in the P. and O. Company's Bombay trade. During the war between France and Germany the vessels of these two German lines were naturally subjected to a good deal of inconvenience, but they were remarkably free from capture. Not a few of them proceeded to the United States round the North of Scotland, while others, assisted by fog, ran the gauntlet of the English Channel.

Singapore is a sort of Clapham Junction of the East. Consequently the news that the Norddeutscher-Lloyd have signed the Japanese out of the trade of Further India is of some importance. The Germans have doubtless paid good prices, as they did ten years ago, when they detached from British influence a network of branch lines, controlling almost the entire coastal service of Indo-China and Southern China. Dr. Wiegand saw that if he could only buy up these lines, and bring this coastal trade under German influence, in association with the German mail service to China, it would be an excellent stroke of business. The two British lines absorbed were the Scottish Oriental Steamship Company and the East Indian Ocean Steamship Company. Their disappearance was much lamented at the time. Now the German flag predominates both at Singapore and Bangkok.

The Cairo, the second of the two fine turbine steamers built by the Fairfield Company for the Egyptian Mail Steamship Company, has just done some very successful trials on the Clyde. On a double run on the measured mile at full speed she made 31 knots, or three-quarters of a knot in excess of the maximum. On a twelve hours' full-speed trial she did 21.2 knots, and disclosed remarkable uniformity in the working of her three turbines. On the engines being reversed from full speed ahead, only 25 seconds elapsed before the astern turbines were in motion. Unlike the Heliopolis, her sister ship, which is already running between Marseilles and Alexandria, the Cairo will not call at Plymouth, but will proceed direct from the Clyde to Marseilles, there to take up her work. The introduction of these two fast turbine boats is one of the greatest of this year's Mediterranean season, and marks a noteworthy development in the passenger steamship service of that great inland sea.

Nothing is yet definitely settled respecting the building of the five new mail steamers which the Orient Company will require in order to carry out their contract with the Commonwealth Government. The idea, however, seems to be that all five of the boats are likely to be constructed in Scotland—three by the Fairfield Shipbuilding Company and two at Clydebank. These orders, which they may finally go, will be exceedingly welcome, providing work at a time when there is little doing in the way of shipbuilding. Reduction in the cost of material is apparently now to be followed by a diminution in wages, and this, so far as the boiler-makers are concerned, with the acquiescence of the men themselves. The idea of forcing a strike in existing condition would, indeed, have been little less than madness. It may be doubted, however, whether the fall in materials and the prospective reduction in wages will be sufficient to tempt many new orders until the future of the shipping industry looks a little more assured.

The Nippon Yusen Kaisha, the principal Japanese steamship enterprise, has just declared for the half-year ended September 30 last a dividend at the rate of 12 per cent. per annum. This is in accord with previous distributions, and suggests that, whatever difficulties European steamship companies may have had to contend with, the Nippon Company has been experiencing good times. It is anticipated that the German companies will not be able to treat their shareholders so well as formerly when the next distributions are announced. The Hamburg-American Line, which paid 10 per cent. for the previous year, is expected to pay 6 or 7 per cent. for 1907. The Norddeutscher-Lloyd dividend is predicted at 8 per cent., as compared with 8½, and that of the Kaiser Line at 10 or 11 per cent., as compared with 14. These are expectations which have been formed. They do not represent actual results.

Once again the propriety of cutting a canal for ocean-going ships between the Forth and the Clyde is put forward for discussion. Many schemes having this object in view have from time to time been broached, without, however, meeting with any great success. The project is now more particularly recommended as a result of our changed naval relationships, and the desirability of enabling our ships of war in the North Sea to reach Glasgow as quickly as possible for repairing purposes. It is stated that opinion in shipping circles is distinctly favourable to the scheme, but whether the maritime and commercial community will be disposed to find a considerable portion of the money is an open question. There is, of course, an existing waterway across Scotland in the shape of the Caledonian Canal, but it is quite out of court in connection with the requirement that a battleship should be able to get from one side of Scotland to the other.

In connection with the provision of submarine bell signals, there have of late been some interesting developments. It has been demonstrated, for instance, that by means of an electric cable a warning bell can be operated successfully under water a good many miles from shore. Again, the provision of automatic bell buoys has offered an interesting branch of inquiry, because an apparent difficulty was to secure that the submerged bell should be put in operation by the rise and fall of the sea when the ocean is at its calmest. It transpires that, in the course of the experiments with automatic bell buoys, which are being made at the Nab lightship Trinity House, has supplied a buoy of a particular type, which has proved especially sensitive to wave influence. The result is that an effective service of from ten to twelve buoys per minute when the "waves" are only four inches high.

At the beginning of the year there came into operation a section of the Merchant Shipping Act which provides that foreign seamen, in order to be employed on British ships, must possess sufficient knowledge of the English language to understand the orders that may be given to them. So far this new requirement seems to have worked without difficulty, for no complaints have been heard. As the majority of foreign seamen in our mercantile marine already have an adequate acquaintance with the English tongue, the new regulation is hardly likely to have any considerable effect. It may, however, have the result of excluding a small proportion of alien seamen, and to that extent of influencing the supply. This action does not apply to any British subject, any inhabitant of a British protectorate, or to any seaman from Hongkong, however he may be employed. Evidently, of course, have their own searings, who have a good knowledge of our language.

Many a well-found sailing ship has come to grief in endeavouring to round Cape Horn. Steamers, on the other hand, have the option of navigating through the Straits of Magellan, and thereby ensuring a shorter route and, as a rule, better weather. A Norwegian ship has now come forward with a proposal—not by any means novel—for establishing a series of tugboats at Punta Arenas, and taking sailing ships in tow through the Straits. It is claimed that in this way it would be possible in certain instances to reduce the voyage of sailing ships by several weeks. The worst of it is that this proposed scheme comes very late in the day, for steam now invades the long-voyage trades to the North Pacific. Besides there would be difficulties in taking sailing ships in tow.

June 7 is appointed for the first sailing of the Prinz Friedrich Wilhelm, the new steamer being built at Bremerhaven for the Norddeutscher-Lloyd Company. The vessel will be of about 18,000 tons, and much on the lines of the Grosser Kurfirst, although bigger. She is intended for the Australian trade, but in the off season may run to New York. She will, as a matter of fact, make her first voyage to New York. Needless to say, she is a twin-screw boat. It is hardly worth while to build any other nowadays for passenger service, more especially in view of the added safety of the twin-screw on the long voyage across the Southern Ocean.

Shipowners are not yet altering their plan, in expectation of the Panama Canal. They have indeed, little inducement to do so in view of the reports respecting the prospects of that undertaking. What is happening at Panama is it is remarked, singularly like the events which occurred when Mr. de Lesseps was struggling to repeat his Suez triumph. More and more money was required, was forthcoming, and was poured out like water. So it is now. The American Government has set itself a task, which, according to present appearances, will absorb unlimited millions, until the American taxpayer may begin to tire. The Panama Canal will doubtless be made some time or other, and we are hardly likely to see a repetition of those terrible scandals which distinguished French enterprise in the region. But the expectation that the world's trade routes will have to be reconstructed within the next few years is one which British shipowners decline to entertain.

At the moment the Mediterranean is a centre of great interest. Big White Star and Cunard liners are to be seen there, as well as the Heliopolis, the fine new turbine boat of the Egyptian Mail Steamship Company. The Cunard Company are employing both the Caronia and the Carmania in yachting cruises from New York to the Mediterranean and the Adriatic. These boats are each of 20,000 tons, and give a choice of dining either table d'hôte or à la carte. The Caronia is due back in the Channel on March 18, on the completion of her third yachting cruise. She will bring home from Naples the passengers who leave Liverpool in the Carpathia on February 15 for an attractive pleasure trip. The Carpathia herself goes on from Naples to New York.

The Norddeutscher-Lloyd Company is paying special attention to the Mediterranean. In October it opened up direct communication between Southampton and Algiers, the boats made available being the fine steamers engaged on its China line. Now it is announced that the company has taken entire control of the service from Marseilles and Genoa to the Levant, which it formerly carried jointly with the German Levante Line, and is putting on the service the steamers Penzance, Bayern, and Sachsen. These boats used to run in the Norddeutscher service to China, and are far

larger than any hitherto regularly employed in the Mediterranean and the Levant. Moreover, the fact that they are faster steamers enables them without loss of time to make a call at Messina. Thence the voyager can take train to Syracuse, and from that port an Adriatic steamer will convey him to Malta—a distance of about eighty miles.

It will be recognized that the advantage of this call at Messina is to open up a new route to Malta, which avoids a long sea passage. Indeed, so much does the Norddeutscher-Lloyd recognize this that it is offering through tickets from London to Malta, via Marseilles or Genoa, at £12-10s first-class and £9 second-class. Two things appear to be clear. One is that the Germans mean to develop the passenger traffic of the Mediterranean and the Levant for all that it is worth—and that is a good deal. The second is that, by giving every inducement to voyagers to employ their large steamers in these inland seas, the Norddeutscher Company achieves an excellent advertisement for its services to more distant parts of the world.

ENGLISH "CAWNT" v. AMERICAN "CAINT."

AN AMERICAN ON OUR "MOST-USED-WORD."

"Another entertaining article on British 'conservatism' from the pen of Mr. J. H. Collins, the American journalist who did 'England last summer,' appears in the last number of 'Printer's Ink,' a New York advertising publication.

According to this investigator, the British public has been much misled, and it is really the manufacturer and trader who are responsible for the backward condition of the commercial world generally. He says—

"Why does he do things this way?" asks the American advertising man who has never been to London. "England is a venerable country, I know, but good Lord! aren't the people over there human? Couldn't John Bull get a job and sell into old conservatism or tradition or whatever it is that holds him back?" And the returned Yankee has to insist: "It can't be explained—you must come in actual contact with it."

So the American newly arrived in London expects to see marvels of conservatism, just as the Englishman in America expects to see Indians. An Englishman so conservative that grass grows on him and a tree rooted in his top hat—this would be up to the American's anticipation.

Now, it takes but a few days of London business life to convince an American that "conservatism" is, too, dignified a word for what ails the Englishman.

The thing ought to be expressed by the word "cawnt." For one hears cawnt at every turn. The retailer in his two-by-four shop, assures you that such an article might go very well in America, you know, but really you can't try it on our people—they wouldn't have it, sir! The trade worries about commodities that can't be put before the consumer. The manufacturer warns you that you cawnt, and makes his goods by that formula.

What really lies behind it all? Almost nothing. The British consuming public is veritably composed of ordinary human beings. Wages are low, and agriculture more or less restricted, so that two of the greatest consuming classes with us are, in England, not to be depended upon to the same extent as in America.

But the classes that do have means are liberal enough in their expenditure. Homes are larger, and life centres in them among all classes. A magnificent trade organization covers the whole kingdom, and despite its negative attitude toward novelties, it has been amply demonstrated that a new merchandising enterprise with real vitality will be looked up. There seems to be little that is fundamentally different in British conditions. As for national character, the British consumer is not nearly so conservative as his purveyors believe him to be. Manufacturer and trader are simply not reaching the consumer, that's all.

In every retail shop one finds goods packed as we packed them twenty-five years ago, and usually weighted out in bulk. Assortments in every line are limited, by our standards. The consumer's home is crude when it comes to modern conveniences. His business is done crudely, with few labour-saving devices. His clothing is crude in everything but quality, of materials. In groceries and drugs, the preparations are often old-fashioned, so that an American can hardly look into any shop without seeing gaps that ought to be filled with commodities that have a universal sale in this country.

Yet manufacturer and trader warn him that he cawnt—that the British people won't have it. But the British public will have it, and has demonstrated time immemorial the past five years that it will. For our people have entered that market only in the most superficial way, and have succeeded there usually in spite of their own most careful preparations for avoiding success, and among the dozens of Yankee commodities now firmly established in Great Britain there are few that have won a market on anything but staple demand for something that had never been introduced before.

THE "GRAFTERS."

MORE STORIES OF SAN FRANCISCO SCANDALS.

The amazing story of the San Francisco "grafters," the corrupt municipal authorities now on their trial, is continued by the "Times" correspondent.

"Boss" Rufus was kept from removing Mr. Langdon, the District Attorney, and seating himself in his place, is described. Mr. Langdon, it appears, obtained a temporary injunction restraining Rufus from taking the office of District Attorney, and when the time came to hear the arguments for and against a permanent injunction there was a crowd of citizens in and around the court-room prepared to hang the judge if he decided in favour of the "grafters."

Before the proceedings began a couple of hundred men assembled in front of the judge's room, each with his eyes fixed on the judge, who was visible at his desk at the window. "Get a rope! Get a rope!" they cried.

The judge decided in favour of Mr. Langdon. After this, what had seemed an impossibility before—the obtaining of an honest grand jury—became a possibility.

When the confessions of the supervisors, obtained by the reformers' committee, broke up the ring, Rufus was placed under arrest and bail was refused by Judge Dunne.

Rufus then went before a friendly judge and obtained an order admitting him to bail. When he signed the order the judge was intoxicated, and the newspapers all printed this fact, and so attempt was made to deny it.

Nothing that Mr. Burns, the Federal Secret Service officer, has done in the case has been more remarkable than the manner in which he has dealt with Rufus.

The latter, it must be remembered, is a man of extraordinary ability, of intelligence far above the average, and of an artfulness almost inconceivable.

At the present time, so cleverly has Mr. Burns worked, Rufus regards the detective as his greatest friend, begging Mr. Burns not to leave him and asking him to dinner every day, but, so far, not agreeing to make the absolutely complete confession which is what the prosecution is after. Each time, however, he confesses a little more. Here is one incident to show how Mr. Burns works.

The same day this ornament of the Bench announced his intention of "kicking Henry (the chief prosecutor) out of San Francisco," and threatened a reporter with a revolver. Judge Dunne ignored the other judge's order, and Rufus, after a "bluff" of carrying the matter to the Federal Court, withdrew his plea.

The "Boss" then fast. After the sheriff and the coroner, both members of the gang, had reported their inability to find him, an honest elisor appointed by Judge Dunne discovered his hiding-place in an hour, Mr. Burns showing the elisor the way.

The capture came just in time to prevent the consummation of an ingenious plot by which the "Boss" was to be "kidnaped" by his friends and spirited off. A yacht—had been chartered, the plan, not agreeing to make the absolutely complete confession which is what the prosecution is after. Each time, however, he confesses a little more. Here is one incident to show how Mr. Burns works.

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The capture came just in time to prevent the consummation of an ingenious plot by which the "Boss" was to be "kidnaped" by his friends and spirited off. A yacht—had been chartered, the plan, not agreeing to make the absolutely complete confession which is what the prosecution is after. Each time, however, he confesses a little more. Here is one incident to show how Mr. Burns works.

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Hackenschmidt's Great Rival
Stamina and Muscle—



The formidable young wrestler champion who has issued a challenge to Hackenschmidt, is authoritatively stated to be the most dangerous rival who has ever come forward to dispute the supremacy of the redoubtable Russian. Constant Le Marin is the very personification of health, strength, and energy, and his magnificent frame is splendid evidence of the careful and methodical way he fosters his wonderful muscular development, which, he says, he can only keep perfectly vigorous and well braced by the aid of Phosferine. As "The Remedy of Kings" Phosferine is universally familiar, but it is now equally "The Remedy of Champions" for Le Marin's striking admission of the remarkable energizing properties of Phosferine is supported by similar tributes from nearly every well known Athletic Champion. The unstinted praise of men so renowned for their glorious strength and endurance as Apollo, the Ideal Athlete, Gunner Moir, Champion Heavy-weight Boxer of England, Tom Burrows, The World's Champion Club Swinger, &c., is a positive assurance that Phosferine will be a genuinely beneficial to everyone who seeks its aid. Constant Le Marin says "Phosferine gives Stamina and Muscular Energy both before and after a contest," and as both he and other famous athletes must always be sure of things, and omit nothing that helps in the struggle to become paramount, the complete confidence they express in the recuperative and sustaining properties of Phosferine, should convince even the most desponding weaklings that bad health and nervous exhaustion can certainly be permanently cured by a course of the famous tonic.

What the Champion advises.

CONSTANT LE MARIN, Champion of the World, writes:—"I consider Phosferine a great factor in the formation and increase of Stamina and the maintenance of that standard of Physique which is so necessary to uphold great muscular activity. The tonic tones up the system and promotes that strong vigorous action of the heart without which a perfect wrestler can never hope to achieve the proud distinction of Champion. I most heartily recommend it to my fellow countrymen and my great English adversaries so that we may meet on perfectly equal terms and profit by its invigorating influence. As a recuperative and sustaining tonic both before and after a contest, I find Phosferine far excellent, and I am confident that it is the very best aid in keeping one in battle trim."—July 25, 1907.

The Royal Example.

Phosferine is used by the Royal Families of Europe which, in plain language, means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living Physicians.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR			
Nervous Debility	Neuralgia	Laziness	Brain-Fat
Indigestion	Premature Decay	Exhaustion	Rheumatism
Stomach Disorders	Backache	Stomach Disorders	Headache
Stomach Disorders	Stomach Disorders	Stomach Disorders	Hysteria

and all disorders consequent upon a reduced state of the nervous system.

The Remedy of Kings

Phosferine has been supplied by Royal Commands to the Royal Family of the Emperor of Russia, H.M. the Queen of Rumania, H.M. the Emperor of China, and the Principal Royalty and Aristocracy throughout the world. Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England. Price in Great Britain, bottles, 1/6 and 2/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/6 size.

MARTIN'S APOLLO STEEL PILLS

A French Remedy for all Irritations. Thousands of bottles of this medicine are sold every day in all parts of the world. It is a sure cure for all kinds of ailments, and is recommended by the most eminent medical authorities. It is sold by all chemists and druggists.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, Mr. H. BUTTON-JONES, KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1907.

LEA and PERRINS' SAUCE

Assists digestion and gives a delightful piquancy and flavour to all MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.

By Royal Warrant to H.M. THE KING.

PLAIN FACTS ABOUT THE HAIR.

It is the duty of every one who is interested in hair preparation to learn enough about the subject to tell whether an advertisement for a hair remedy is reasonable or unreasonable. In this respect, the United States Patent Office Department has taken a most needed campaign against false and misleading statements in advertisements in general. While this work is being carried out, and should be greatly extended still at the same time it is to be feared that the claims for a hair remedy are unreasonably and unwisely that a knowledge will save you money and prevent disappointment.

THE TROUBLE LIES in the fact that certain over ambitious proprietors employ advertising writers who do not know the composition of the remedies they write about, and even if they did they are not expected to know the therapeutic action of the various ingredients. Two very familiar and oft repeated statements are that the hair must be washed and dried just like a plant, and that the color of the hair, once destroyed, can be restored by natural process. While both of these statements are false in every particular it requires some little knowledge of the hair follicle to understand why the statements are false.

THE HAIR FOLLICLE is a year-shaped sack in the scalp that holds the hair root. At the bottom of the hair follicle and extending up into it for a short distance, is a nipple-shaped projection, the remains in the scalp when a hair root is forcibly pulled out. This projection is the hair papilla from which the hair "root" grows. The continuous addition to the bottom of the hair root, forces the hair proper out through the scalp.

THE HAIR PAPILLA is a structure which is the hair root, which thus takes a tubular form. Above the hair root, or bulb, which occupies about three-fourths of the entire follicle, is the neck of the hair follicle, below which the most penetrating fluids known to Medical Science cannot penetrate. Therefore the story of feeding the starved and impoverished hair roots with an external application is all a myth.

AT DRUG STORES—For 10 Cents in Stamps to HERPICIDE CO., Dept. N., Detroit, Mich., for a Sample.

TWO SIZES 50c. AND \$1.00.

INSIST UPON HERPICIDE.

A. S. WATSON & CO.

SPECIAL AGENTS.

APPLICATIONS AT PROMINENT BARBER SHOPS.

G-334

TO LET

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 21st October, 1907. 93

TO LET

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.
No. 10, DES VŒUX ROAD CENTRAL.
1st floor.
"HATHERLEIGH" Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BAUX BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 86

TO LET

"EGGESFORD" (Furnished) No. 114, Praya East, contains 6 ROOMS.
No. 71, WYNDHAM STREET.
"GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 23 Rooms.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).
OFFICES in QUEEN'S ROAD CENTRAL.
BEILIOS TERRACE HOUSES, ROBINSON ROAD.
GOOD CENTRAL GODOWN, No. 3a, DUDDELL STREET.
LADBROKE, No. 3, CONDUIT ROAD, 8 Rooms, Furnished or Unfurnished from 15th April, 1908. Large Servants' Quarters and full sized Tennis Court.
No. 3, DUDDELL STREET Shop and 1st floor.
No. 6, DES VŒUX VILLAS (Praya).
No. 57, PRAYA GRANDE, Macao.
Apply to—
LINSTEAD & DAVIES
3rd Floor, Alexandra Building.
Hongkong, 13th February, 1908. 99

TO LET

GODOWN No. 101, Praya East.
Apply to—
CHATER & MODY.
Victoria Building.
Hongkong, 17th January, 1908. 212

TO LET

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, opposite the General Post Office. The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO.
Same address.
Hongkong, 28th January, 1907. 270

TO LET—ON SHAMEN.

LARGE 3-ROOMED HOUSE in best locality, facing the Sea.
Apply to—
X. Y. Z.
German Post Office, Canton.
Hongkong, 7th January, 1908. 161

TO LET

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.
Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 8th December, 1907. 102

TO LET

NO. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.
"STILLINGFLEET" Peak Road. SIX ROOMED HOUSE with Fine View of Harbour.
"HARBORVILLE" Garden Road. SIX ROOMED HOUSE fitted with Electric Light and full size of Tennis Court.
Apply to—
PERRY SMITH & SETH.
Accountants & Auditors, 40, 5, Queen's Road Central.
Hongkong, 10th February, 1908. 331

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 85

TO LET

NO. 59, CAINE ROAD.
Nos. 27 and 31, SEYMOUR ROAD.
Apply to—
SAM WANG CO., LTD.
81, Queen's Road Central.
Hongkong, 27th November, 1907. (9)

TO LET

A SIX ROOMED HOUSE at ELIZABETH, Robinson Road, Furnished or Unfurnished.
Apply to—
F. X. D'ALMEIDA & CASTRO.
83, Queen's Road Central.
Hongkong, 22nd January, 1908. 100

TO LET

4 and 5 ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession. Moderate rentals.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 117

TO LET

HOUSE, No. 41, Wyndham Street, from 1st March next.
Apply to—
H. M. H. NEMAZER.
9, Pedders Hill.
Hongkong, 6th February, 1908. 320

TO LET

EIGHT ROOMED HOUSE on SHAMEN.
Apply to—
A.B. 99.
Care of "Daily Press" Office.
Hongkong, 23rd January, 1908. 251

TO LET

LA HACIENDA, East, Mount Kellet. The Farm, unfurnished, from the middle of end of April next. For particulars apply to the undersigned.
C. H. GRACE.
Care of Secretary's Office.
Hongkong Club.
Hongkong, 6th February, 1908. 311

TO LET

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 260

TO LET

FROM 1st MAY.
KOWLOON MARINE LOT 43, Yau Ma Tei. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET

THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.
No. 7, PEDDERS HILL.
Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN & CO.
Second Floor of No. 5a, DES VŒUX ROAD CENTRAL, above the Office of DAVID SASSOON & Co., Ltd.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 6th February, 1908. 98

TO LET

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs. SRAWAN, TOMES & Co.).
HOUSE, No. 11, SEYMOUR ROAD, newly painted and colour washed.
One FIVE ROOMED BUNGALOW, "The Nautilus" No. 84, Mount George, Peak, Garden and Tennis. (From 1st April next).
Apply to—
THE COMPTON DEPT., JARDINE, MATHESON & Co., Ltd.
Hongkong, 1st February, 1908. 299

TO LET

FROM 15th February, "FAIRVIEW," No. 1, ROBINSON ROAD, splendid situation, with fine view of harbour; Six Big Rooms.—Apply to—
I. B.
Care of "Daily Press" Office.
Hongkong, 5th February 1908. 312

TO LET

LARGE OFFICE ROOM on First Floor of No. 16, DES VŒUX ROAD.
Apply to—
FRED. BORNEMANN,
No. 16, Des Vœux Road Central.
Hongkong, 23rd January, 1908. 144

TO LET

AUCTION ROOMS, No. 2, Zeland Street, immediate possession.
Nos. 2 and 4, "FAIRVIEW" ROBINSON ROAD, Kowloon.
"WOODBURY" GARDEN ROAD.
"ROSEBATH," KOWLOON.
Apply to—
LEIGH & ORANGE.
1, Des Vœux Road.
Hongkong, 10th February, 1908. 87

TO LET

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. (9)

TO LET

FIRST Class European Houses, furnished or unfurnished, Lochiel Terrace and Humphreys Avenue, Kowloon.
Apply to—
TAM TSE KONG.
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 40, Argyle Street, West.
Hongkong, 1st October, 1907. 94

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—
COMPTON DEPT., JARDINE, MATHESON & Co., Ltd.
Nippon Yusei Kaisha.
Hongkong, 3rd June, 1908. 68

TO LET

PRIVATE BOARD AND RESIDENCE.
MRS. GILL ANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 5th February, 1907. 1530

ON SALE

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR 日曆英中十年十五
From 1st January, 1864 to 31st DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 18TH CYCLE TO THE 60TH YEAR OF THE 7TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.
PRICE \$2 CASH.
On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

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NOW ON SALE

THE DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, KOREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPINES, BORNEO, &c.
WITH A LION AND INCORPORATED THE CHINA DIRECTORY
THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1908.
THE FORTY-SIXTH ANNUAL ISSUE

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Batavia, Sourabaya, etc.
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Bangkok, etc.
MALAY STATES
Singapore, Penang, etc.
NETHERLANDS
Batavia, Sourabaya, etc.
PHILIPPINES
Manila, Cebu, etc.
INDIA
Bombay, Calcutta, etc.
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Singapore, Penang, etc.

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